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Steel S.S. "HEADING"; No. 75917 in R.B.; 1207 tons gross; Built 1917.

Port: Copenhagen. Classed: @100A1.5,29 @LMC.5,26
S.S.Cpn.No.2-26 BS.11,29
TS(OG) 5,29.
1st S.S.No.3 due: 6,29.

Steel S.S. "MARGRETE"; No. 77868 in R.B.; 1207 tons gross;

Built: 1917. Port: Copenhagen. Classed: @100A1 @LMC.
6,29 MS.7,25
Els.No.2-26. BS.12,29
TS(OG) 1,29.
1st S.S.No.3 due: 10,29.

Steel S.S. "SIGRID"; No. 84398 in R.B.; 1207 tons gross;

Built: 1917. Port: Copenhagen. Classed: @100A1. @LMC.
3,27 MS.6,26
Cpn.No.2-26. BS.7,29
TS(OG) 3,27.
1st S.S.No.3 due: 12,29.

Steel S.S. "THYRA"; No. 86475 in R.B.; 836 tons gross; Built 1912.

Port: Copenhagen. Classed: @100A1.5,29 @LMC.MS.8,25
S.S.Cpn.No.3-8,25. BS.8,29
TS(OG).5,29.
2nd S.S.No.1 due: 8,29.

Owners :- Messrs. Marius Nielsen & Son.

A letter was received from the Copenhagen Surveyors on the 11th April last stating they had been informed by the Owners that the S.S. "SIGRID" was being surveyed with a view to being classed with the Bureau Veritas and that the work was nearly completed.

The Owners explained to the Surveyors that it was considered to be more advantageous, from an economical point of view, to the Company to have their smaller vessels classed with the Bureau Veritas and that steps had already been taken to have three additional vessels, named above, transferred to that class.

No complaints had ever been received from the Owners or their Superintendent, as to the way in which the work had been carried out by the Surveyors.

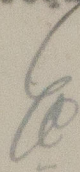
The Copenhagen Surveyors subsequently wrote that the Owners had informed them that, besides the "SIGRID", the steamers "KAREN", "MARGRETE" and "THYRA" were now being transferred to Bureau Veritas Class, but that no action would be taken with regard to the remaining vessels classed with this Society.

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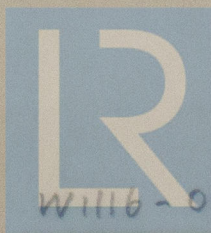
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The cases of the "KAREN", "MARGRETE" and "THYRA" received the consideration of the Classing Committee on Friday, 11th instant, and that of the "SIGRID" on Tuesday, 15th instant, when, in the circumstances, instructions were given for the classes of these four vessels to be withdrawn from the Register Book and three dots (...) inserted in lieu thereof in each case, indicating withdrawal of class at Owners' request.



17th July, 1930.



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